

Chapter 6. Conclusions

What are the key points presented in this Report?

This Report presents the results of the initial efforts of the Study, conducted from July through December 2007,

Community Feedback

- The public and other stakeholders are interested in being involved and informed about this Study.
- Effective outreach requires both direct (face-to-face contact) and indirect methods (newsletters, web site, etc.) to keep stakeholders up to speed.
- An extensive network of community organizations offers a conduit for information sharing.
- It is expected that controversy will arise when roadway alignment alternatives are defined.
- A stakeholder advisory committee could be a useful tool for guiding this Study.
- There are numerous safety concerns along the corridor.

- Community members feel that congestion has increased significantly.
- There are concerns along the entire roadway but more concern is on the eastern half of SR 302.
- Immediate spot fixes are supported but not at the cost of a larger solution.
- Some community members are distrustful.
- There is concern about Project funding and construction.

Transportation Analysis Results

- Traffic volumes along SR 302 vary considerably along its length, increasing as one moves east along the highway.
- Many intersections located east of the SR 302 / Key Peninsula Highway intersection currently operate at LOS D, E, or F during peak commute periods. West of this location, all intersections currently operate at LOS C or better. In the future, congestion levels are expected to increase on the east end of the corridor.
- During the AM peak commute period, long eastbound queues often correspond with peak traffic flows from

communities along SR 302 to Peninsula High School. During the PM peak commute, long queues occur in the eastbound direction at the SR 302 / SR 302 Spur intersection, in addition to southbound queues and northbound queues extending past the SR 302 northbound on-ramp back to SR 16. These queues will continue to worsen in the future.

- The majority of travelers on the Purdy Bridge are making trips between areas south of the SR 302 corridor (67%) such as Key Peninsula and areas along SR 16 south of the corridor in areas such as Gig Harbor and Tacoma (75%). As traffic congestion on SR 302 increases, more and more trips from areas such as Burley are expected to divert to other routes north of SR 302 to access SR 16.
- For the 2007-2009 biennium, WSDOT has identified two locations along SR 302 between SR 3 and SR 16 as HALs. WSDOT has also identified four locations along SR 302 as HACs. WSDOT also identified an HAC on SR 16 that includes the interchange with SR 302

Corridor Alternatives

- All of the potential SR 16 interchange locations appear to be feasible to construct, although some would be more costly due to steep topography and right-of-way costs.

- All of the potential new interchanges need to be more closely examined to ensure that they would not degrade the operation of other existing facilities on SR 16.
- All of the potential bridge crossing locations of the Burley Lagoon would require long span lengths and high columns due to the crossing distance and steep grades on the west side approaches. This would result in a high costs for any new bridge.
- The potential SR 302 corridor alignments in the 144th Street /Power Line corridor and Pine Road Extension corridor both have areas with steep topography. These alignments would require relatively extensive earthwork to maintain reasonable uphill and downhill grades. The extensive earthwork in turn would require large amounts of new right-of-way to be acquired.

Environmental Constraints

- Potential for impacts exists in 19 resource areas in the built and natural environment.
- Many trade-offs exist between the different environmental resources are present among the corridor segments. Identification of primary issues and constraints do not lead to clear ranking between segments.

- The environmental constraints assessment is the first step in extensive environmental evaluation that will be conducted for this Project, and is intended to set the groundwork for the more detailed review that will be completed to narrow the broad range of corridor alternatives to project alignments, and ultimately for the environmental analysis that is completed.
- Often, trade-offs between elements of the built and natural environment are most apparent. Where high levels of development exist, the project has higher potential for community impacts, but may have lower potential for impacts to the natural environment. Where water bodies or largely undeveloped areas are present, community impacts may be lower, but higher potential exists for impacts to natural resources.
- At this broad level of assessment, it is difficult to differentiate between some 'parallel' segments that would perform similar traffic flow function. In these cases, a more focused transportation planning, engineering and environmental constraints analysis may be useful, to determine if one segment emerges as the less constrained option. Parallel segments where more focused constraints analysis is warranted include the following:
 - The segments that would require a bridge across Henderson Bay
 - SW Pine Road and SW Spruce Road

- 118th Avenue NW/Glenwood Road SW and 94th Avenue NW/Sydney Road SW

How will the information presented in this Report be used in the next steps of the Study?

The primary objective of the next steps of this Study is to narrow the broad range of corridor alternatives, based upon more focused analysis of transportation planning, engineering feasibility, and environmental factors.

Once the corridors have been screened down to a range of feasible alignment alternatives, they will be examined in more detail in an the environmental analysis.

The traffic analysis conducted during this initial phase of the Study establishes the context and foundation for all subsequent traffic analysis that will be completed for the SR 302 Corridor Study.

Similar traffic analysis methods will be used in future phases of the Study. However, the scope of the analysis will become increasingly detailed as the corridor alternatives are narrowed and the alignment alternatives are defined. The Synchro software program will continue to be used to evaluate intersection LOS along the SR 302 corridor and surrounding areas, and the VISSIM microsimulation model will continue to be used to assess

the effect of various interchange configurations on SR 302 and SR 16.

In addition to conducting intersection LOS analysis and refining the traffic simulation models, a travel demand modeling effort will be developed to evaluate future traffic growth based on future land use patterns. In combination with the data gathered and traffic analysis conducted to date, this model will be useful in testing the effectiveness of various alignment alternatives in accommodating future travel demand, reducing congestion, and improving safety along SR 302.

The environmental constraints assessment establishes the foundation for all subsequent environmental analysis that will be completed for the SR 302 Corridor Study. The NEPA and SEPA guidance that was used as the basis for this assessment is the same guidance that will ultimately direct the environmental analysis.

Environmental analysis will become increasingly detailed as the corridor alternatives are narrowed, and alignment alternatives are defined. The environmental evaluation completed at each step of the process will provide the framework in which each subsequent more detailed step may be carried out.

As the Study proceeds, WSDOT is committed to continuing the high level of community involvement that

was kicked off at the Study's outset. This will be accomplished through

- Building on knowledge, understanding and relationships established in these initial outreach efforts;
- Continuing proactive public involvement through a variety of outreach and involvement activities;
- Developing a process for including the community in the selection of corridor alternatives; and
- Developing a process for informing and engaging state and local governments and other affected agencies.